



## County of Inyo Planning Department

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*Yucca Mtn*

# fax

DATE: August 4, 1999

FROM: Andrew Remus, Project Coordinator  
Inyo County Yucca Mountain Assessment Office

RE: E-MAIL FROM BYRON

TO: BRAD METTAM

HERE'S WHAT I GOT FROM BARBARA. COULDN'T FORWARD VIA INTERNET,  
THE SERVER WON'T LET ME INTO MY E-MAIL (?). IT SOUNDS LIKE WE MAY  
NOT BE DOING ANALYSIS, RATHER SIMPLY SUBMITTING INFORMATION.

**Subject: LLW Routing Comparison****Date: Mon, 02 Aug 1999 11:32:06 -0700****From: "Barbara Byron" <Bbyron@energy.state.ca.us>****To: Inyoplanning@telis.org****CC: Dnix@energy.state.ca.us**

Andrew,

Ron Ross from the Western Governors' Association is sending out a summary of the June 3 meeting in San Diego regarding LLW shipment routes to NTS. His summary mentions that:

1. The states, NVAO and DOE-Fernald agreed to assist in preparing a comparison of the potential routes for accessing the NTS. The comparison will begin with the factors identified in the National Transportation Board's Highway Capacity Manual. A Classification of Level C or better would be considered as the minimum threshold for a route to be considered acceptable for use by non-placarded LLW shipments.

2. The states of Arizona, California, Nevada and Utah will be asked to provide assistance in gathering the information necessary to compare the routes. The affected counties will also be contacted for assistance and to comment on the routes. A list of factors and information follows:

**INITIAL PROPOSED FACTORS FOR COMPARING ROUTES FOR ACCESSING THE NEVADA LOW LEVEL RADIOACTIVE WASTE DISPOSAL FACILITY**

(This information should be identified by either road marker or specific segment for the latest reporting year available.)

**Roadway Conditions**

1. Highway Capacity rating
2. Number of travel lanes
3. Width of travel lanes
4. Width of emergency parking lanes
5. Left and right turn lanes
6. Divided highway segments, with and without medians
7. General pavement conditions
8. Weight and size restrictions which would affect a legal truck (US DOT standards)
9. Steep grades and sharp curves

**Traffic and Safety Conditions**

1. Latest traffic counts by vehicle classifications
2. Accident statistics for the past three years, noting types of accidents
3. Seasonal weather conditions and months these are likely to affect commercial truck operations, i.e. flash floods, snow and ice
4. Proposed construction activities (State/regional TIP) which would result in lane closures

**Special Operating Conditions**

1. State restriction of a route for use for hazardous material shipments
2. Time of day or week restrictions on hazardous material shipments
3. Dates of special events which would cause significant traffic congestion problems
4. Tourist and special commuter conditions

**Vehicle Operating Considerations**

1. Driver services, i.e. fuel, food, repair and rest facilities
2. Communications dead spots (satellite and FM radio)
3. Emergency response and recovery services

Other Factors

1. Residential development within a half mile of the roadway (X,000 or more population per square mile)
2. Schools, hospitals, convention and large meeting facilities
3. Other factors affecting the normal operation of a combination commercial vehicle (legal weight tractor - trailer combination)

ROUTES TO BE INCLUDED IN THE HIGHWAY COMPARISON

Northern Approach Routes:

1. I-80 through the State of Utah to West Wendover, NV; exit to US 93 Alt.; US 93 Alt. to US 93; US 93 to the intersection with US 6 at Ely, NV; US 6 to the intersection with US 95 at Tonopah, NV; US 95 to the entrance road to the Nevada Test Site at Mercury.
2. I-80 through the State of Utah to Wells, NV; exit to US 93; US 93 to Ely, NV (Same as Route 1 from Ely).

Easterly Approach Routes:

1. I-70 into the State of Colorado to the I-270 exit at Denver, CO; north on I 270 to I 76; west on I-76 to I-70; I-70 west to the Eisenhower Tunnels; (if placarded, the truck is to use the US 6 Bypass as this is the hazardous materials route); I-70 west to the intersection with I-15; I-15 south to the UT 56 exit at Cedar City, UT; UT 56 (NV 319) to the intersection of US 93 at Panaca, NV; US 93 south/west to the intersection with NV 375; NV 375 west to the intersection with US 6 at Warm Springs, NV; US 6 to the intersection with US 95 at Tonopah, NV; US 95 south and east to Mercury.

Southerly Approach Routes:

1. I-40 through the State of Arizona to the AZ 68 exit at Kingman, AZ; AZ 68 to Bullhead City, AZ, crossing the Colorado River on the Davis Dam; NV 163 west to the intersection with US 95; US 95 north to the intersection with NV 164 at Searchlight, NV; NV 164 to the intersection with I-15; I-15 north to the NV 160 exit; NV 160 west and north to the intersection with US 95; north to Mercury.
2. Same route as Route 1 to the intersection of NV 164 and I-15; I-15 south to the CA 127 exit; CA 127 (NV 373) north to the intersection with US 95 at Amagosa Valley, NV; US 95 east to Mercury.
3. Same as Route 2 to the I-15 and CA 127 exit; CA 127 north to the intersection with CA 178 at Shoshone, CA; east on CA 178 (NV 372) to the intersection with NV 160 at Pahrump, NV; NV 160 north to the intersection with US 95; north to Mercury.

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It appears that the states and counties are being asked only to gather the information, rather than perform the routing analyses. Would you and Brad Mettam at Caltrans be able to pull together this information in time for a meeting the first week in October?

Please call me at 916-654-4976, so we can discuss. I will be out of the office August 4,5 and 6. Also, if you have Brad Mettam's e-mail address, could you please forward this to him? Thank you.

Barbara